

April 14, 1978

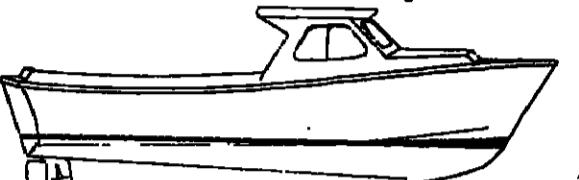
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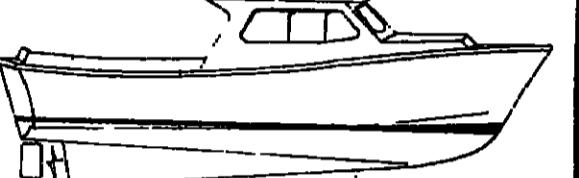
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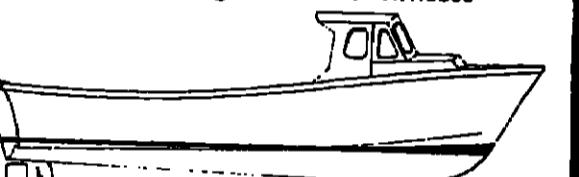
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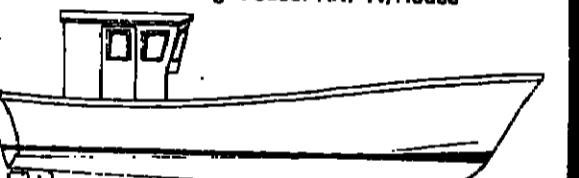
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'FORESTER' BLASTS BRITISH RECORD

A NEW British wet fish earnings record was set up at Hull last week when Newington's stern trawler C. S. *Forester* grossed £92,458 for 3,040 kits. This outstanding performance followed a 23-day trip to the Norwegian coast and the Barents Sea by Skipper Dick Taylor.

The returns were just £24 above the previous record established by the same vessel and skipper just over a year ago. Then, a turnout of 2,982 kits after a 20-day trip to the Barents Sea made £92,434.

Although the Icelandic trawler *Ogri* has made bigger grossings at Grimsby and also abroad, the Newington vessel remains supreme among the British fleet.

Fourth

The 170 ft. Beverley-built stern fisher headed the British wet fish earnings league for a second year by making £739,732 in 1977, and her latest trip is the fourth in which Dick Taylor has topped the £80,000 trip grossings mark with this ship.

Before hitting his first £90,000 trip, he had trips of £84,838 early last year for 2,887 kits followed in mid-March by a landing of 2,869 kits which made £84,837. Skipper Taylor is now sharing the command of C. S. *Forester* with Bill Bretell on a two trips on/two trips off basis. She sailed on Saturday with Bill Bretell as skipper. So far this year each of these Newington skippers have completed a couple of trips with the vessel.

Dick Taylor's first trip in 1978 — which lasted for 26-days to the Norwegian coast — made £79,915 on March 8 for 2,612 kits. Of the big turnout last week, some 2,223 kits were shelf fish, but there were no flatfish.

Landing and marketing was spread over a couple of days because of two reasons — a mechanical breakdown and an overtime ban by Hull fish bidders.

The overall averages per 10 st. kit were £31.75 for codstuffs and £39.06 for 706 kits of haddock.

There is no doubt that for freezer trawler operations Hull has the best set-up and it has been assumed that this would form the future of the port, with Grimsby taking over the wet fish centre. Now, it seems, Hull wants to take the lot!

Hardly any panic has been caused in Grimsby by this latest blast from Hull. Mainly, the reason is because the trawling tide has been flowing from the north back to the south bank of the Humber. Whatever facilities a port can offer, it is the price for fish which is the strongest argument. And it is on this count that Grimsby has scored over the years.

For a long time now Grimsby has been regarded as the quality market on the Humber with Hull as the main supplier to the fish and chip trade.

While it is sad to see two great fishing ports trying to wipe each other off the map, no matter what paper arguments are put up it will be the market price for fish which decides the issue.

fishing news

Editor: Harry Barrett

Circulation: Ann Dunford
75-77 Ashgrove Road, Ashley Down, Bristol BS7 9LW
Tel: 0272 425711

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

Advertisement Director: Fred Purcell

Published weekly

Postal subscription rate: £8 per annum

£8.50 overseas

Registered as a newspaper at the Post Office.

ABC

Advertisement Manager: Bill Barber

Managing Director: W. A. Catless

110 FLEET STREET, LONDON EC4 2JL

Tel: 01-833 6961; Telex: 21377

£92,458 VOYAGE

Talking to *Fishing News* Skipper Taylor said: "Obviously we are very pleased with the trip. When we think that the industry is in the depths of despair, it is very nice to come up with a trip like this."

"Everything went fine for

the return. We had fine weather all the way and our trip was split — half of it being on the Norwegian coast and half in the Barents Sea. One haul on the Norwegian coast was in the region of 400 baskets."

Although C. S. *Forester* had been the only vessel landing for Hull's Wednesday fish market last week, Thursday's sales comprised of 1,131 kits (the completion of the turnout) and a discharge of 1,131 kits from the Icelandic vessel *Helmaey*. She made £41,618.

Excessive smell and noise made by their vessels in Carrick Roads.

The authority decided last week to call a meeting of the local Port Health Authority.

They face accusations of attempting to settle problems before the mackerel season starts again next Autumn.

Port health inspector David Rye said he had spent many hours investigating complaints of smell and noise from the foreign factory ships.

Several authority members had accompanied him and a local MP had boarded one of the processing ships.

Mr. Rye said the coastline, with deeply-indented coves, tended to retain the smell. He warned that the authority might find itself "skating on extremely thin ice" if it attempted to bring a prosecution under the 1936 Public Health Acts.

Not only had a nuisance to be proved, but the court had to be satisfied that it damaged health.

Authority member, Mrs. Pamela Jones, said the continual droning of the factory ships by day and night was well above the tolerance of most people. She added that the stench of fish in Falmouth on a recent Saturday afternoon had been almost unbearable.

Mr. Rye said the different countries seemed to work in different ways. The Italians blast-froze their fish, returning home with it and causing no problems. The Bulgarians plate-froze it, causing more noise but few other problems. The Russians, out in the Bay, used machinery which interfered with TV reception but did not make offensive noise or smells.

The East Germans were the biggest problem, said Mr. Rye. Their vessels handled 50 tons of fish a day — and this meant 25 tons of offal which had to be processed immediately into fish meal.

...French surprise

THE stern trawler *Tourmaline* made a two-day landing at Hull this week which is believed to be only the second by a French trawler in living memory.

The turnout began on Monday with a £32,661 return for 1,306 kits, including 814 kits of haddock and some codstuffs.

On Tuesday the discharge was completed when she clocked up another £24,281 for 967 kits, including 522 more of haddock.

Her total trip receipts were £56,820 for 2,273 kits of Westerly fish.

The first French landing is believed to have been by *Gracignez* in September last year.

Men who have served in the local industry for around 50 years, including the former head of Hamlyn's fish sales department, Len Soly, and ex-local officer, guild president Jack Ellis — could not recall any other French landing.

Talks on Iceland

FISH

PORTERS AT Fleetwood

have delayed their decision on Icelandic fish being landed at the port following a visit by an Icelandic official on Friday.

The men met this week to discuss if they should lift their ban on Icelandic trawlers at the port.

The port is undergoing a severe shortage of supplies which threatens widespread unemployment and 'strange' vessels could elevate the situation.

All three skippers were un-

aware that they had to keep

what the Norwegians term a

'fishing diary', in which the gear carried, estimated catches and movements of the vessel have to be logged. The Norwegians insisted that these measures were necessary under a transitional agreement which runs until the end of this year.

A Scottish Department of Fisheries spokesman said that these regulations had been passed on to industry representatives. But they do not seem to have got through to the fishermen.

As the regulations are contained in an 82-page document, it is not surprising that there has been some difficulty interpreting everything the Norwegians require.

There has, however, been an assurance from Norway that there will be no prejudice against the future operation of the vessels involved in this latest incident.

Mesh net sizes form an important part of the transitional arrangements. For trawls or Danish seines of single-thread, not made of manila or hemp, a 70mm minimum applies. For double-thread nets, not made of manila, hemp or sisal, the limit is 76mm.

Manila, hemp or sизal trawl and seine netting requires a minimum of 80mm and for shrimp trawls 16mm.

After December 31, an 80mm minimum will be in force on all nets used south of 62° in the Norwegian sector of the North Sea.

The new trawler is of steel double-chine construction with soft nose stem, a good sheer line and round transom quarters.

She will be equipped with two 330kW Caterpillar diesel engines each developing 235hp which will give her an estimated speed of 9 to 10 knots.

The stern trawler will carry 3,380 gallons of fuel and have a fish hold capacity of 1,600 cu. ft. The deck machinery will comprise a Mastra four-drum trawl winch and accommodation includes a four-birth rest cabin and galley aft of the wheelhouse.

Mr. Walkley, who owns the Grimsby-based 68-footer *Victory* which has landed four port record trips recently, has ordered a *Makkiki*-class vessel from South Ocean Services (Commercial Craft) Ltd.

The trawler is being built at Woolston and delivery is expected in August this year. The design is by Porthleven naval architect Denis Swire and the first in the class, *Lia G*, was launched last year for Brixham.

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Also landing was George Weatherill, Scoresby and C.K.S.

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NORWAY WARNS OFF SCOTS SEINER



Supreme — the Peterhead seiner asked to leave Norwegian waters.

Twin-engine trawler

GRIMSBY inshore trawler owner Tom Walkley has seen the keel of his new 59ft. long twin-engined steel inshore trawler laid at a Portsmouth yard.

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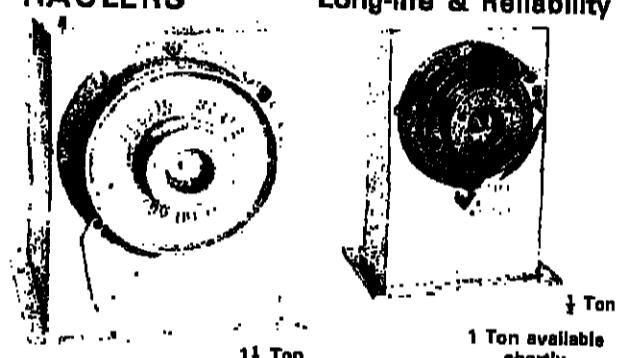
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INDIAN PARTY IN LONDON

AN EIGHT-member delegation of the Marine Products Export Development Authority of India (MPEDA) — currently visiting West European countries — is in London until tomorrow (Saturday, April 15).

The main objects of the visit are to examine EEC markets, explore joint ventures in deepsea fishing and establish warehouses for Indian fish in some European countries.

Guest

The team will be the guest of the EEC trade mission and all arrangements and appointments have been made by: The Import Opportunities Office, London Chamber of Commerce & Industry, 68 Cannon Street, London EC4N 5AB. Tel: 01-248 4444.

A GROUP OF South Devon shellfishermen are bidding to buy the quay from which they operate to save the jobs of 570 people in the industry.

The South Devon Shellfishermen's Association is receiving help from Devon Fisheries Committee in its efforts to purchase Kingwear Quay which is on the river Dart.

It has made this decision because Darthaven Ltd., the owners, intend to increase the

Quay threat to 570 crab jobs in Westcountry

yearly rent from £120 to £25,500.

The association realises it was renting the quay at a rock-bottom price and offered to step up the fee to £3,000 a year. But Darthaven is keeping to £5,500.

Tom Jones, chairman of the association, said: "The quay is the only place where shellfishermen can land their catches."

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on it for £120 a year. When Darthaven acquired it in 1976,

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Twenty-six crabbers use the quay and, if the rent rise goes through, then 70 full-

mand. **Mohave** works through the Tom Sleight (F.S.) Ltd. agency.

Also getting back into business after a spell out of fishing is the Grimsby pair trawler **Paul Anthony**.

The vessel had now been linked up with the multi-purpose boat **Beverley** which has switched from seining, and this all-Hamling agent pair is the 15th team currently working at Fleetwood — has begun using the port.

Mohave was a single-boat trawling from Lowestoft at the time of the accident, but sister-ship **Shawnee** was switched to Lowestoft as a replacement. So, **Mohave** will now be working from Grimsby.

The 64-footer has been

rigged for North Sea single-

boat trawling and sailed for

the North Sea grounds last

weekend with Skipper

Snowy Gallagher in com-

munity.

The vessel landed a total

of 21,862 kits which sold for £38,369. Both catches came

from the deepwater grounds

off the west of Scotland.

Navena and **Armano**, com-

manded by skippers John

Burns and Tom Christy,

have returned to port after a short

trip with catches which sold

for a total of more than

£62,000.

Navena's 1,224 kits sold for

£33,565, while **Armano** had

1,011 kits for £29,231.

Top Fleetwood individual

grossing was by the stern

trawler **Gauvin** (Sk. Charlie

Scott) which landed 948 kits

including 550 of haddock,

which sold for £25,272.

Her sister-ship, **Luneda**,

(Sk. Tony Barkworth) was

not far behind with a catch of

966 kits worth £21,637.

There was also a good mid-

water grossing for the big

side trawler **Ellie Hewett**,

Under the command of

Skipper Derek Reader, she

returned to port with 816 kits

— 150 of cod, 360 of had-

docks, 50 of whiting and 30

of coley — to earn £21,700.

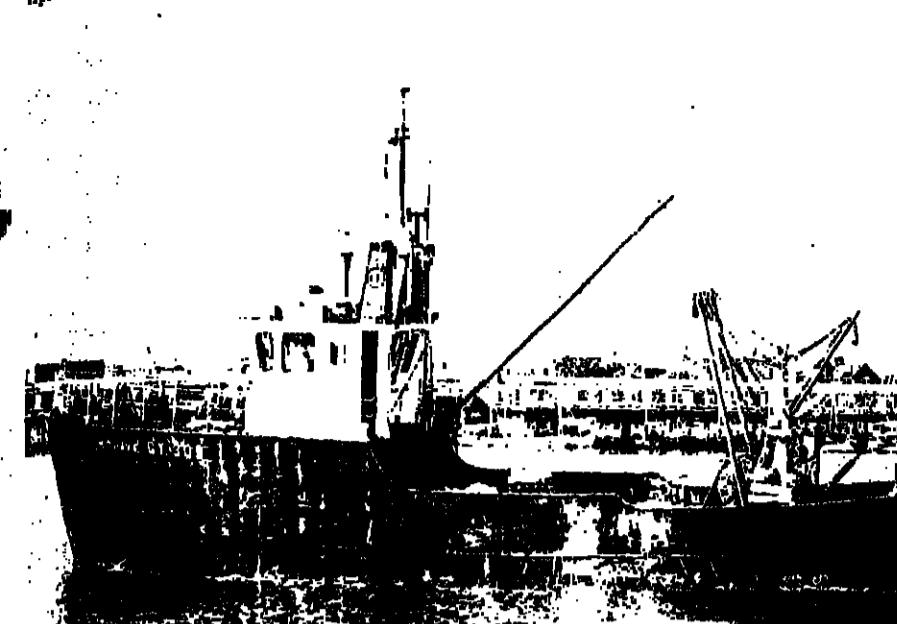
It was by no means an out-

standing week for demand

and there were disappointing

returns for some main

varieties.



Mohave: resuming fishing from Grimsby.

'Mohave' back

THE GRIMSBY steel multi-purpose **Mohave** badly damaged recently when an unknown cargo vessel almost ran her down in thick fog near Smith's Knoll, has resumed fishing after repairs.

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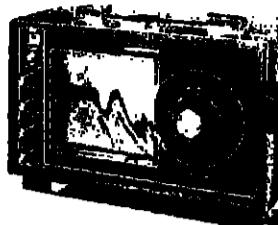
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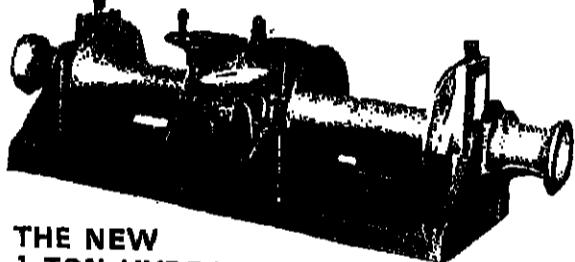
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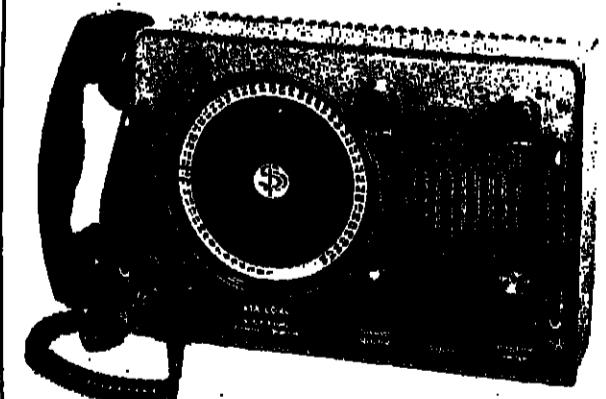
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MARKEET FINES

Aberdeen fleet at risk

THE EFFECTS of closing a big section of Aberdeen's fish market began to bite at the end of last week when two of the port's larger seine netters by-passed Aberdeen to land at North Shields.

The 88ft. *Helene* and the 75ft. *Shieldwood* — each with some 400 boxes — went to North Shields rather than face serious landing delays.

Last Friday Hugh Brown, the Scottish Fisheries Minister, came to the port for talks with Aberdeen Harbour Board and he heard the fears of local industry leaders. A board plan was announced to aid landings and a decision on a fish

market grant was promised within days. All sections of the industry have been working under tremendous pressure since 1,000 ft. of market space was closed last week. And many market users are convinced that it is only time before events go very wrong indeed.

Already boxes have had to be stacked as many as four high rather than be laid out singly. This means merchants are unable to inspect all the fish. On heavy landing days second sales are held and these cause serious distribution delays.

One merchant told *Fishing News*: "This will never do. The system is all wrong and the situation is very serious. We just don't have the space and, when a lot of boats come in, some just won't get landed".

Another market user said: "We have made into a second day. At one time Aberdeen had half of market and now we only have 10%". Landings, particularly from inshore boats, including seven from Pittenweem, are now based at Aberdeen. Although skippers were not talking as yet of leaving, they would just have to see how much of the new set-up they could stand".

Some inshore vessels will be land towards the end of the day to queue up and Jim Geddes, skipper of Aberdeen Inshore Fishermen's Association, said: "I will hate to see what happens there is a big seine net fish."

Bill Boyter, skipper of the stern trawler *Crimond* and former of the Pittenweem Fishermen's said: "The government needs money as soon as possible".

Summer is coming and there will be bigger landings with the good weather". Skipper Boyter pointed out that more inshore boats, including seven from Pittenweem, are now based at Aberdeen. Although skippers were not talking as yet of leaving, they would just have to see how much of the new set-up they could stand".

Even though seine net and inshore trawler landings were fairly light on Thursday last week, for example, the three vessels *Crimond*, *Forthright* and *Fidelite* took five hours to put ashore 600 boxes in time for the auction. *Fidelite* was still left with several boxes and these had to be held back for second sales.

Skippers say they will have to lose fishing time to reach port early enough to get catches unloaded for auction. Chairman of Aberdeen Fishing Vessel Owners' Association, David Craig, said: "Things have gone reasonably well under the circumstances. We are using the space to the best of our ability and there has been good co-operation".

"We wouldn't like to see vessels bypass the port and we do our utmost to give everyone the same service as in the past. The landing committee is meeting daily to plan landings several days ahead. There is a tug standing by from 5am so that, as soon as boats have discharged, they can get away quickly".

However, Mr. Craig stressed that the whole situation is extremely unsatisfactory for Scotland's top fishing port.



Above: Aberdeen's unsafe Commercial Quay West lies idle. Left: electric trucks have been hired to transport boxes of fish to the rear of the condemned market for auction. Below: the stern trawler *Grimpan Warrior* at the quayside. A tug is moving boats quickly.

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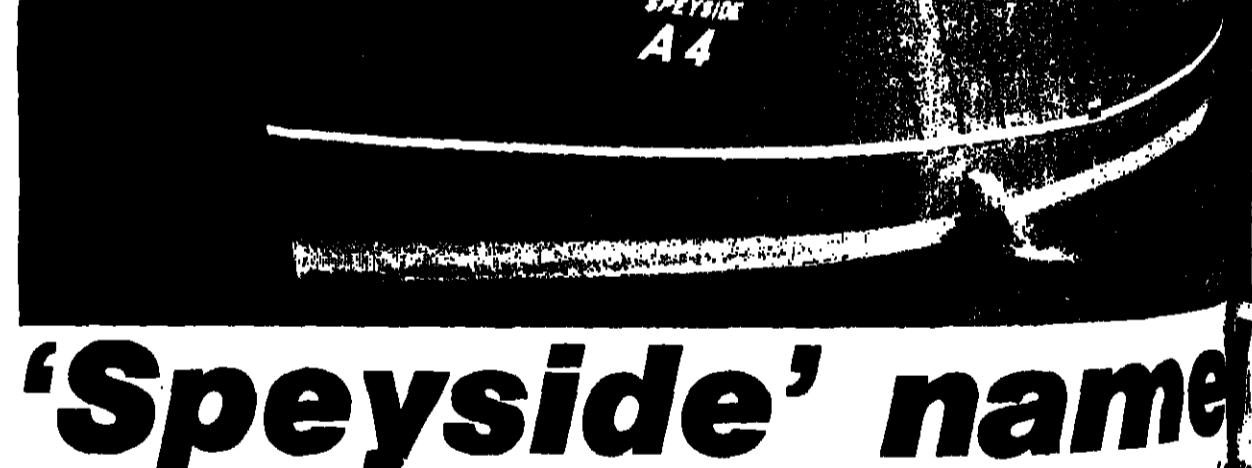
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'Speyside' name

THE NEW 86ft. stern trawler *Speyside* — built by Richards (Ship-builders) of Lowestoft for Skipper Peter Simpson of Buckle and partners — has been named at her home port of Aberdeen.

Designed for bottom and mid-water trawling, she is the most advanced vessel in the Aberdeen fleet and the first of a trio of similar vessels being built for the port by Richards.

She has an exceptionally broad beam of 25ft. 6in. to give good space on deck and below, but also for a high standard of seaworthiness.

Gear handling machinery includes Norwinch low-pressure hydraulic split trawl winches and net drum, and she is the first in the UK to be fitted with the Norwinch Automatic Trawl Control system which gives a fair measure of automation to handling the fishing gear.

The machinery space is forward and propulsion is provided by a Mirrlees Blackstone 900hp engine turning an Ulstein CP propeller.

The fishroom, arranged midships, is insulated to a high standard to keep fish in the best possible condition.

Accommodation for nine is arranged on main deck level, forward, and equipment in the wheelhouse is largely from Marconi. There is a Wesmar sonar and Koden sounder.

Speyside was named by Skipper Simpson's daughter-in-law, Pat Simpson, at a ceremony at Aberdeen fish quay on Saturday. At a reception following the naming ceremony, the chairman of

Richards, Mr. J. G. Fairrie, said: "We are most grateful to have been given the opportunity by Peter Simpson and partners of building for them what has today become the most modern trawler in Aberdeen".

"She may have looked small alongside the quay this morning, but she is designed deliberately so and I assure you she is a most complex and sophisticated piece of equipment.

"The eye of the fishing community will be steadily fixed on *Speyside* in the coming weeks to see how she performs and, as she is the first Richards building for Aberdeen for nearly 20 years, it is important to us that she quickly demonstrates her potential."

Mr. Fairrie said that Richards has been building fishing vessels in Lowestoft for over 100 years and the first one cost £350.

Raymond Smith, managing director of Spinningdale Fishing Co. which is part-owner of the vessel, paid tribute to the way the builders had quickly completed *Speyside*.

The fishroom, arranged midships, is insulated to a high standard to keep fish in the best possible condition.

Accommodation for nine is arranged on main deck level, forward, and equipment in the wheelhouse is largely from Marconi. There is a Wesmar sonar and Koden sounder.

"The days of an inexhaustible supply from the oceans of any commodity are gone, and we now have an era of fish stock conservation and fish stock management.

"As owners and as fishermen we

welcome any planning that safeguards our future, but we welcome a sell out of say our grounds to countries only to exploit them and to exploit us.

"What we need is a better fishing policy."

"Over the last four or five years we have got more unity between communities and our fishing

"Unfortunately, the world is getting bigger and bigger and the smaller vessels and the bigger but the growth of participation by leading people in ownership and vessels and related interests stay."

"We, at Spinningdale, feel that the only way to go in the future is to participate in vessel ownership, skippers, mates and engineers

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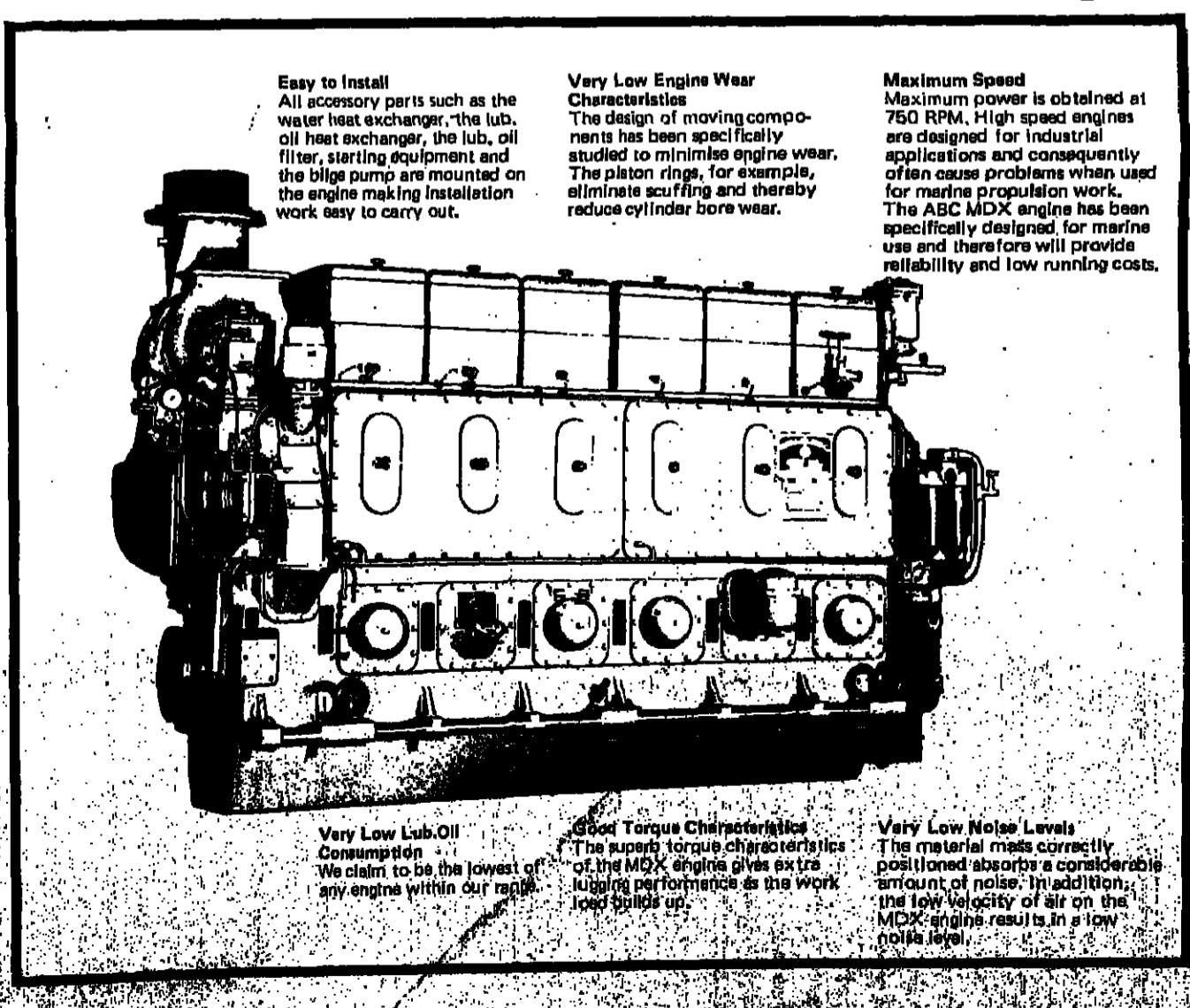
You can't see their extraordinary economy of operation, and not only in fuel consumption — though that will quickly be obvious in your running costs.

You can't see the remarkable quietness of the operation — though you will be able to hear it. Just.

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Easy to Install

All accessory parts such as the water heat exchanger, the lub. oil heat exchanger, the lub. oil filter, starting equipment and the bilge pump are mounted on the engine making installation work easy to carry out.

Very Low Engine Wear Characteristics

The design of moving components has been specifically studied to minimize engine wear. The piston rings, for example, eliminate scuffing and thereby reduce cylinder bore wear.

Maximum Speed

Maximum power is obtained at 750 RPM. High speed engines are designed for industrial applications and consequently often cause problems when used for marine propulsion work. The MDX engine has been specifically designed for marine use and therefore will provide reliability and low running costs.

Good Torque Characteristics

The superb torque characteristics of the MDX engine gives extra lifting performance as the work load builds up.

Very Low Noise Levels

The material mass correctly positioned absorbs a considerable amount of noise. In addition, the low velocity of air on the MDX engine results in a low noise level.

April 14, 1978

SPINNINGDALE FISHING SYSTEM

THE PROTOTYPE of the Spinningdale-class pocket sidewinder now so popular for trawling Scottish waters has undergone a major conversion at Peterhead. The 85 ft. Mount Royal has been fitted with a shelterdeck and net drum and she is now laid out to tow her trawl from the stern and haul the cod end over the side.

She was built in 1973 by John Lewis and Sons for Malcolm Smith Ltd. and operated successfully. Then, after being laid up, she was bought by Orkney brothers, David and Albert Reid. Albert is to command the vessel, but David will remain skipper of his small trawler Golden Quest.

Mount Royal is to go single boat white fish trawling from Aberdeen and will be agented by the newly set-up Aberdeen Inshore Fish Selling Co.

Her modifications have been designed by the Napier Co. (Arbroath) and the main contractor for the work was the Northern Engineering Works of Peterhead.

She has a beam of 20 ft. 6 in. and was originally fitted with a 450 hp engine, but about three years ago was repowered with a Mirrlees Blackstone model of 495 hp.

One of the more unusual features of the refit is the full length aluminium shelterdeck extending from the whaleback to the wheelhouse.

A new aluminium wheelhouse has been fitted to the existing steel casing and the after end of the casing has been removed to leave a clear deck area at the stern.

New hydraulic gear-handling machinery from James Robertson and Sons of Fleetwood has been fitted on the main trawl deck. This includes two split trawl winches fitted forward and a 3PN5G net drum installed at the stern.

Each split winch is driven by a two-speed Staffa hydraulic motor; maximum pull is eight tons and maximum hauling speed is 380 ft. per min. Automatic spooling gear is fitted and each winch holds 800

fathoms of 2 in. wire.

Controls for the trawl winches are console mounted on the trawl deck, just at the fore side of the starboard winch. Local controls are fitted to the net drum which has a pull of five tons. A Robertson windlass is also fitted.

The layout of the vessel enables the gear to be towed from the stern and the towing blocks are hung from heavy steel arms housed on the after end of the casing.

A towing post fitted on the casing, between the towing blocks, can be used to give tighter control of the gear when making small tows or completing a lot of turns.

When the net is hauled it can be taken round the net drum together with the sweeps and spreaders. The bag is then taken around to the starboard side to be lifted. It is emptied into deck ponds at the starboard side of the casing and the catch then passes forward for gutting and washing below the deck-shelter.

A new Caterpillar 3306 (200 bhp at 2,000 rpm) auxiliary engine has been supplied by Arbroath engineers, William Teviotdale, to drive three Vickers hydraulic pumps for the deck machinery. The drive is from the fore end of the engine through a Twin Disc single input, triple output, gearbox and clutch.

Two pumps drive the trawl winches and the third provides power for the windlass and the existing cargo winch.

The port winch pump can be used to drive the net drum, with hydraulic oil being routed by means of a directional valve.

The Caterpillar engine also provides power for a 22 kW 230 V.d.c. generator, an air compressor and a Gilbert Gilkes and Gordon bilge and general service pump. This equipment was already on the vessel and was driven from the auxiliary engine which has been removed. A new AC90 generator is also driven from the Cat engine.

Mount Royal has a new Frank Mohn gearbox and clutch unit fitted at the fore end of the existing propulsion engine to power two Vickers pumps for the trawl winches. One of these pumps can also drive the

net drum through a directional valve.

Full power for the winches and net drum can be provided by the pumps on the main or auxiliary engines.

The boat has also been fitted with Promac icing-making and fishroom cooling plant supplied through the Dutch firm's UK agent, Morep Ltd. of Halifax.

Its compressor unit, housed in the engineroom, is driven from an electric motor which can be fed from any one of the three 230 V generators.

Twelve cooling coils are fitted in the deckhead of the fishroom which was already insulated throughout and fitted with steel stanchions. It has been equipped with new wooden pond boards.

Wooden trunking carries the two fishroom hatches up to shelterdeck level for unloading the catch.

The ice-maker, which can produce up to 2.4 tons of ice daily, is fitted in the storeroom forward.

A new set of electronic equipment has been fitted in Mount Royal's wheelhouse.

Woodsons of Aberdeen has supplied the "Sailor" radio telephones, Elac fish finding aids, Mermaid 23 watchkeeping receiver, Robertsons AP-7 automatic pilot and Woodsone intercom system.

The "Sailor" radios include T128 R105 and T128 R105 SSB units and two RT144B vhf sets, and the Elac fish finders include LAZ72 Echograph with LAZ82 synchro Fishlube and an LAZ100 50 kHz echo sounder.

Equipment from Decca includes Mk. 21 Navigator, 350T Track Plotter, plus 914C Clearscan radar with VP2 video processor.

Fishing gear to be used by Mount Royal includes Boris and Duthie trawls, 2 in. trawl warp and Danish Vee form doors.

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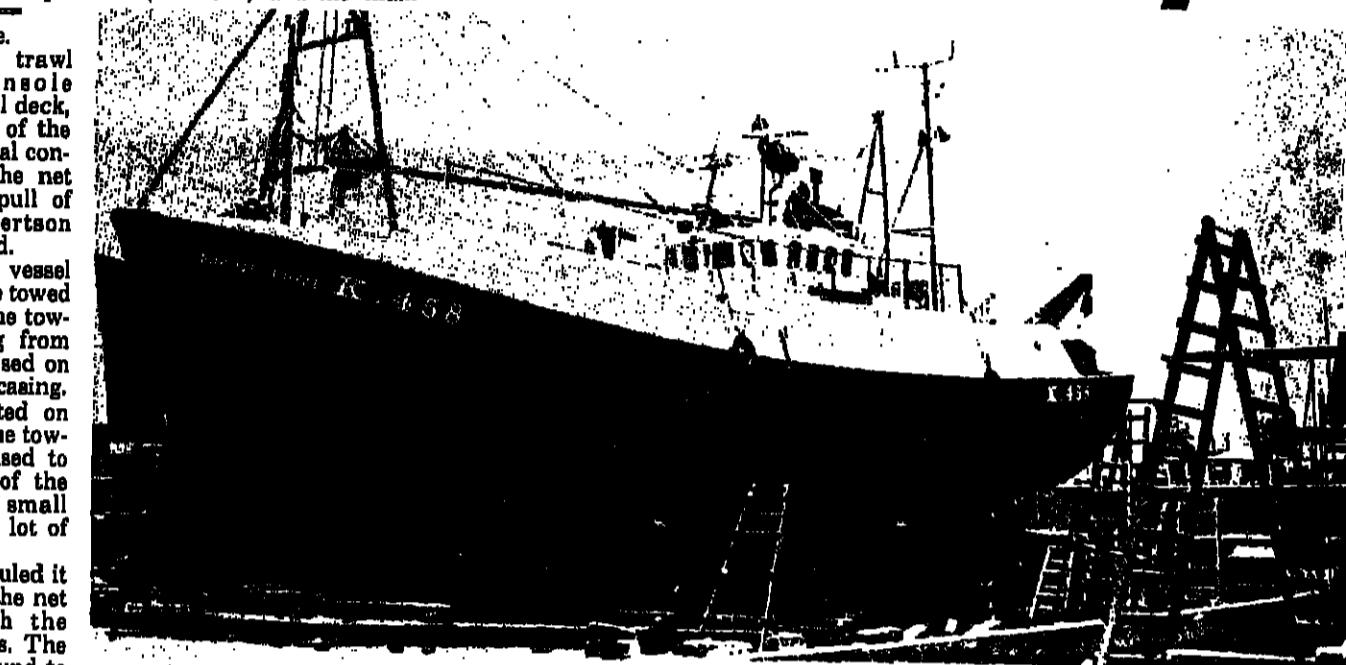
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Major refit for 'Mount Royal'



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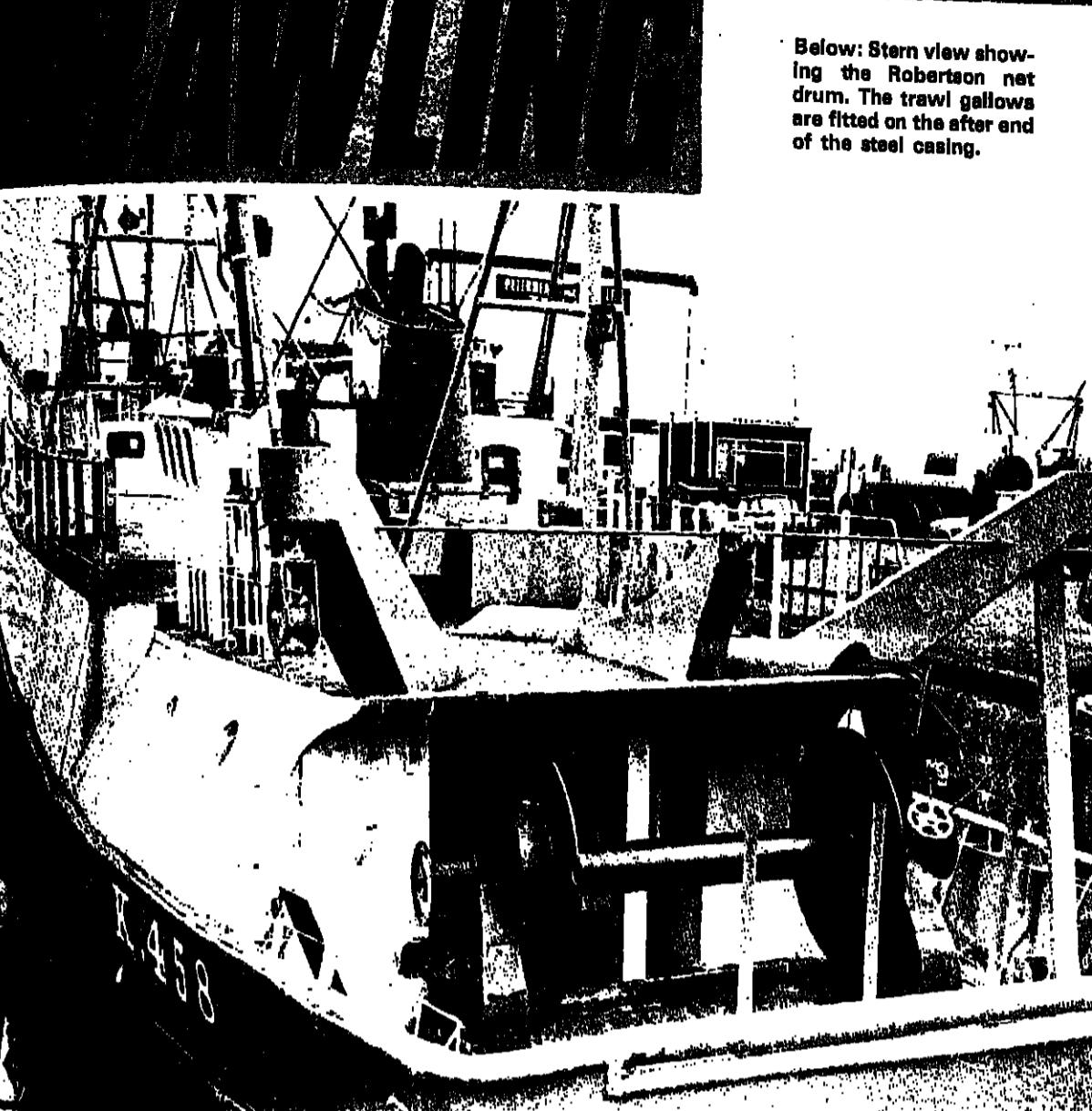
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April 14, 1978



Below: Stern view showing the Robertson net drum. The trawl gaffs are fitted on the after end of the steel casing.

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BIG WEEK FOR BOSTON

A 22-DAY Norway coast trip worth £58,655 by the British Deep Sea Fisheries stern trawler Boston Halifax last week is the best grossing by any Grimsby vessel so far

depleted within three years.

The season for 1977/78, however, has now come to an end. Handliners fishing out of Newlyn landed 676,000 stones of fish valued in excess of £500,000.

At Falmouth, after a disappointing first half to the season, the handliners had a dramatic improvement and, the mackerel stocks off the south-west coast could become

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their niche on the nearer grounds.

Top Westerly trip was made by BUT's Ross Tiger which picked up 227,344 from 834 kts, mainly haddock and cod, after 15 days.

The recent spate of bad weather seriously interfered with landings by the North Sea anchor-seiner fleets and there were only nine boats returning with fish during the entire week.

This was some consolation in the middle water section for BUT, which has now gone over three months without a single wet fish distant water trip at Grimsby.

The one-time distant water ship Ross Ketton (Skipper Pat Phillipson) made 235,796 from 1,286 kts after 17 days which hit 28,157 from 260 kts of quality fish.

Over half this catch was made by the French stern dragger Du Couedo which landed a massive 2,652 kts from a Western voyage.

Du Couedo eventually collected a £84,045 grossing which turned out to be the largest landing this year at Grimsby and included over 1,000 of blue ling and just on 1,000 of coley.

Also in the money was the inshore gill-netter White Bank (Skipper Olaf Christensen) on 28,210 from 186 kts of wreck-caught cod.

Top pair trawl came from a 15-day Fisher Special by Carl Bonham (Skipper Graham Riley) and included 1,000 of coley. Boris (Skipper John Bonham) which added up to 28,740.

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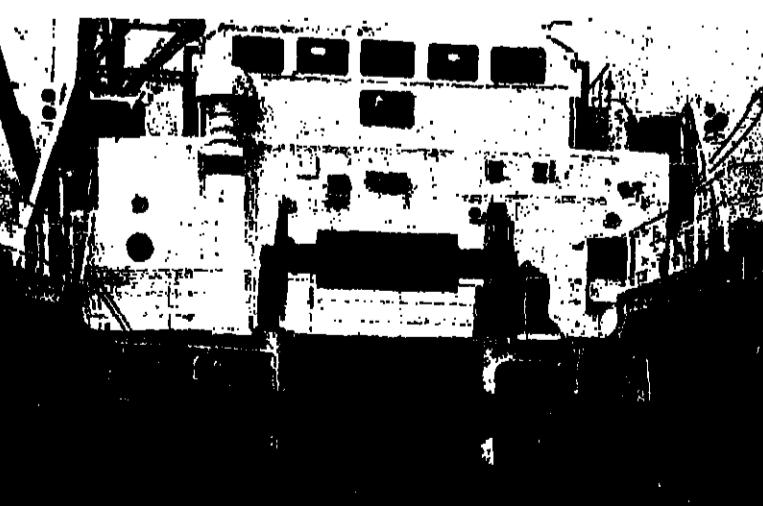
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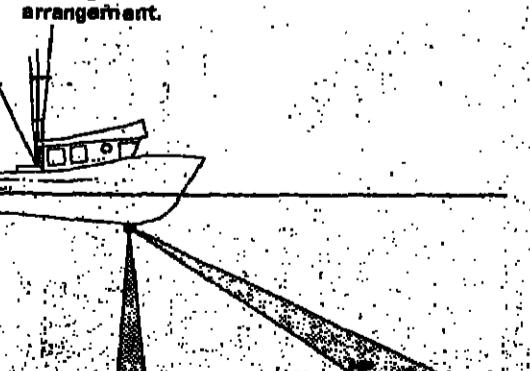
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